

THE ENTERPRISE.

Volume 13.

SOUTH SAN FRANCISCO, SAN MATEO COUNTY, CALIFORNIA, SATURDAY, DECEMBER 8, 1906.

Number 7.

The President's Message.

The president's message is like all the messages of President Roosevelt, a strong, forceful, stirring state paper.

President Roosevelt is today the greatest and most potential political personality of the present age. He is in a class all alone, without a rival or competitor.

The message will be read with interest at home and abroad, by all the world, as the message of a great leader and the ruler of a great nation. But far beyond and above its interest in the message of the president of this great republic, the people of this country, and of all the world, will read it and weigh it as the latest declaration and delivery of the world's leading exponent of civic and political righteousness and reform. The people of the Pacific coast are in hearty accord with Theodore Roosevelt in all his long, strenuous, fearless contest for right and against wrong, under any name and under every form.

Between the president and the people of this coast there is only one point of difference, and that is the question of admitting Japanese pupils to the classrooms of our public schools without restriction. The public schools throughout the country are, and have been from the beginning, completely under local control. The only connection the National government has had with the public school system, has been with regard to granting the 16th and 36th sections of each and every township of the public lands as an endowment for the support of the public schools. This grant of lands has in every instance been made by the National government, not to the public schools direct, but to the respective States in which the lands were situated, for the benefit of the schools. The States have provided for leasing or selling such lands. The States, and within the States the local school districts, have provided all the laws, rules and regulations providing for the establishment, the support, the control and government of the public schools. As a part of such regulations are provisions declaring the age at which pupils become and cease to be eligible to enter and continue as pupils of the schools; for apportionment of the school fund per capita of the school census or of the attendance of pupils in the schools. In San Francisco there has been no denial of admission of Japanese to the public schools. Japanese are free to enter the public schools, but separate schools have been provided for the Japanese for the reason that the Japanese pupils are mostly adult males. This is a local regulation made for the good and efficiency of the school system, with regard to the best interest of all pupils, Japanese, foreign and native born.

This question will be thoroughly threshed out in the present session of Congress, and when the facts are all presented and made known, President Roosevelt will, we venture to predict, be found on the side of reason and right.

Big Lumber Concern Organized.

Mr. H. A. Swift, proprietor and manager of the South City Planing Mill and other influential men have just incorporated as The San Bruno Mill and Lumber Co. A large yard and mill will be established at once at San Bruno and also another at Visitation Valley. There is an unlimited amount of capital back of this firm and a full stock of lumber and supplies will be kept at both yards. It is understood Mr. Jessie Swift of the South City Mill has charge of the San Bruno yard. We predict a bright future for this new firm as both San Bruno and Visitation are fine fields for this particular line of business.

The Barrett case was on Thursday continued for one week.

Frightful Collision on San Mateo Line.

On Sunday evening there was another of those frightful and fatal collisions on the line of the S. F. and San Mateo Electric Railroad, which makes the ordinary mortal tremble with apprehension when he steps aboard an electric car and places his life in the keeping of the conductor and motor man in charge of the modern juggernaut.

On Sunday evening last as the suburban electric car was flying down the grade opposite Cypress Lawn Cemetery on its way from San Francisco to San Mateo, it ran into a working car and in the wreck and crash of matter caused by the collision one man was killed and two others so injured that they may die, not to mention a number who were beaten, bruised, wounded and ill treated in the smash-up. The motor man on the electric car claims there were no lights on the working car, but passengers on the wrecked electric car state positively that there was a bright light on the working car, and that the loss of life and injury to limb was due to the criminal carelessness of the motor man in charge of the electric car.

Detective Charles Cody was a passenger on the electric car which collided with a working car last Sunday evening at Cypress Lawn Cemetery and in the smash-up Mr. Cody had his left hand injured so seriously that it will be some time before he will be able to use it again.

Every now and then some one is killed on the electric railroad or the S. P. Company's railroad at or about Colma in this county. Both the steam and the electric railroads about Colma are extremely dangerous. The electric railroad runs on the county road, the wagon road, the main and only thoroughfare out of San Francisco for wagons, bicycles, automobiles and vehicles of all sorts to the towns of this populous peninsula. The good Old Mission San Jose wagon road is congested and crowded. There is a double track electric railroad line with cars rushing along to and from every few minutes at the rate of twenty to thirty miles an hour, and alongside of these flying engines of destruction, there are freight wagons, carriages, hacks, hearses carrying the dead to the cities of the dead, buggies, traps, carts and carryalls, not to count the bicycles and devil's chug-chug wagons. It is a perilous highway, filled with danger and threatening death to the traveler who has the temerity to venture upon it. Then there is the railroad of the Southern Pacific Company. At Colma there is a curve on the Southern Pacific line, both above and below the crossing on the main public road leading out of Colma south to the San Pedro Valley country. This road is constantly thronged with teams. At the crossing in question four people have been killed within the past five years. When Patsy Brooks was killed there a few years ago there was strong talk of gates at this deadly crossing. The Board of Supervisors were to call upon the S. P. Company to provide this reasonable and humane protection, but it all began and ended in talk, in wind and words and nothing else or more.

At Holy Cross station there is another crossing nearly if not equally perilous. Crowds of people cross there daily at the risk of their lives. There should be gates but there are none. It will cost something to put in and maintain gates at the Colma and Holy Cross crossings. It is a question of life against money. The question is up to the Honorable Board of Supervisors of the County of San Mateo.

Whiskeriess whiskers made to bloom at the Elite.

E. LA ROCHE, Prop.

Proceedings of San Mateo County's Supervisors.

Last Monday the Supervisors issued a call to architects to present plans for rebuilding the courthouse.

The present foundation and dome will be utilized, and the superstructure will be of steel frame construction, two stories high and the walls be of brick with stone veneer.

In the new building the quarters for the jail, as proposed in the original structure, will be eliminated. The elevator will also be discarded.

The board decided that the entire outlay for the work must not exceed \$125,000, which is the amount of the bond issue recently authorized.

The plans will be received on the third Monday in January next. The architect whose plans shall have been accepted will be awarded the superintendency of the building to its final completion and acceptance at a compensation of 5 per cent on the contract price, and in addition a premium of \$1. The architect whose plans shall receive the second recommendation shall be paid \$400, and the author of the plans receiving third recommendation shall be paid \$100.

None of the architects will receive any compensation if the figures of the bidders on the building exceed the sum of \$125,000.

The following reports of officers were received:

Clerk—Fees collected, \$200.50; Law Library fund tax, \$20; donation from Bear Gulch Water Co. for extinguishing fires, \$200; total, \$420.50.

The Recorder's collections for the month were \$637.05.

The License Collector collected \$1,128, of which he retained as commissions \$112.80.

The collections of the Tax Collector were: State and county taxes, \$185,020.20; Redwood City, \$15,453.30; Redwood City annex, \$5,890.40; total, \$206,364.80.

The Sheriff earned as fees during the month, \$3; 32 prisoners were boarded at a cost of \$214; mileage earnings during the month were \$75.45.

The County Treasurer had a balance on hand at the beginning of the month of \$234,842.68; receipts were \$28,274.34. Disbursements amounted to \$15,709.56, leaving a balance of \$247,407.06.

The Health Officer reported the health of the county fair for the month. Two cases of scarlet fever were reported and quarantined. Several nuisances were reported and investigated. The number of burial permits issued was 613, for which \$613 was collected; also 8 disinterment permits, for which was paid \$80, making a total of \$693.

Liquor permits were granted as follows: Johnson & Setright, South San Francisco, bondsmen, J. Jorgensen and Charles Johnson; Pacheco & Violetti, South San Francisco, bondsmen, Chas. Johnson and A. G. Bissett; F. A. McNulty, Milbrae, bondsmen, J. Jorgensen and W. F. Taylor; D. Bartoli, South San Francisco, bondsmen, J. Debenedetti and M. Foley; M. J. Hawes, South San Francisco, bondsmen, J. L. Debenedetti and H. Gerdes.

The following gave notice of their intention to apply for permits at the next meeting: Joseph Millett, Colma; Clark & Ford, Milbrae; Jas. T. Casey, Colma; Geo. M. Collopy, Colma; John E. Rodgers, Colma; Thad Huber, Colma; P. L. Archibald, Belmont; Manuel Luis, Halfmoon Bay; McCormick & Winkle, Pescadero.

Nichols & Warcup of South San Francisco, the former tenants of the Grand hotel, petitioned for a transfer of their liquor permit to the Baden Cash

Store premises. The reason given was the destruction of the Grand hotel by fire recently. The application was denied, as the hotel will be rebuilt and the owners desire to retain the license.

An application from H. J. Vandenbos for a rebate of license on the Linden hotel bar at South San Francisco was referred to the license collector.

Attorney Geo. C. Ross presented a map of Easton Addition to Burlingame No. 3, with the usual resolution accepting the same, and it was accepted.

Unnecessary Alarm.

A few of the wealthy residents of San Mateo have been raising the cry that the big smelter at this place is going to injure the vegetation in around not only San Mateo but this entire peninsula, and have even gone so far as to advocate the theory that the fumes would travel over the mountains fifteen miles against a strong west wind and injure the vegetation of Golden Gate Park.

For the benefit of the alarmists it would be well to note that this matter was taken up and thoroughly discussed by the smelter people before deciding to locate here. Not only was it found that the prevailing winds are from the west and would carry the fumes into the bay but also the fact that the location being on the point the only possible chance of damage to the surrounding community would be from a northeasterly wind. At this particular place there is not a half dozen days in the year when the wind blows from that direction.

To avoid any possibility of this kind which could possibly arise the Smelter people will erect a chimney five hundred feet in height but will also install all the latest known processes for obviating this difficulty. Instead of injuring in any way this peninsula the smelter will do more than any other company towards drawing railroads and population to this peninsula which will ultimately enrich every property owner and add millions of dollars of wealth to the community.

St. Paul's Methodist Episcopal Church

Regular Sunday services—Preaching at 11 a. m. and 7:30 p. m. Sunday school classes for all ages at 10 a. m. Epworth League of C. E. at 6:30 p. m.

Prayer meeting Wednesday at 8 p. m. The public is made cordially welcome at all of our services.

"A home-like church."

ROBERT J. CRAIG, Pastor.

Entertainments, Literary and Physical departments. Public concerts announced monthly. Reading room and State Traveling Library open each evening to the public from 7 to 9 o'clock. Lawn tennis court under construction.

COMMITTEES IN CHARGE.

Mr. Merrian of Redwood City was in town the first of the week picking up bargains in real estate. He purchased two valuable lots in our business section.

Mr. Chas. Duer, of old resident so well and favorably known, was up from Morgan Hill the first of the week shaking hands with old friends. It seems like old times to see Charley among us again. Since leaving here Mr. Duer has engaged in business at Morgan Hill and is getting along nicely. Of course he never has gotten over the idea that South San Francisco is the best town on the coast.

The coal famine still continues on the Pacific Coast. Coal prices are higher than they have been for some time. The towns and surrounding country which are drawing their supplies from this Coast are greatly hampered for the lack of fuel. In some districts they are resorting to most anything to get along. In the Goldfield and the surrounding districts sage brush is being used.

Fortunately for this place no inconvenience has thus far been felt.

Town News.

Mr. Walter A. Clark of the Mountain View Bank was a visitor Sunday.

Born to Mr. and Mrs. Wm. Hyland Tuesday, December 4th a son. All doing well.

Mr. Kruger of Redwood City was a visitor in our town Wednesday looking up real estate.

Mr. and Mrs. Henry McGraw are rejoicing over the arrival of a baby boy in their home last week.

What has become of the movement to extend the fire district and provide better protection against fire?

Mr. Herman Holzmark of San Francisco was in town the first of the week and purchased W½ Lot 6, Block 125.

T. Bresnan was called to Marysville last Saturday by the death of his father. He returned the fore part of this week.

Don't forget the social and dance given by the Ladies of the Guild in Metropolitan Hall Saturday night, December 8th.

Mr. J. A. Brady, superintendent of the Western Meat Co., has been confined to his home for several days with a bad cold.

Thibet, Kersey and Melton Overcoats, good quality and stylish, from \$10 up. Cravens from \$12.50 up, at E. W. Langenbach's.

The big pile driver of the Erickson Peterson Co. is now pounding away on the big pier being built at San Bruno point for the Selby Smelting & Lead Co.

Real estate values continue to soar in this thriving village. There is scarcely a day that there is not from one to a dozen outside parties looking for property here.

Mrs. R. K. Patchea left the first of the week to join her husband in their future home in Los Angeles where Mr. Patchea has a fine position with Maier Bros. Packing Co.

The sensational Cox case, exploited in the city dailies, came to a sudden but quiet end. The charge was dismissed in court and the Coxes settled matters between themselves.

The Cencio divorce case came up for trial Wednesday, H. E. Styles acting as attorney for the prosecution and J. J. Bullock as attorney for defendant. The case was postponed until Friday, the 7th.

Mr. and Mrs. Thos. R. Banneman were in town Thursday looking after property interests here. Mr. Banneman is recovering from the injuries sustained in an accident in which he was thrown from his carriage on his last visit here.

Mr. Jessie Swift has been confined in the Plymire Hospital the past few days on account of a severe injury to his eye caused by being struck with a piece of wood. We are glad to learn he is getting along nicely and will not lose his eyesight.

The Jacobs Co. opened up their large department store Monday. It looms up in good shape and is a credit to our town. Everything kept in a first-class department store will be found here and the public is cordially invited to call and give them a trial.

Work will begin next week repairing the building now occupied by J. L. Debenedetti and refitting it for the Elite Tonsorial Parlors. Everything will be new and first-class and when opened for business about the first of the year will be one of the finest in the State.

The first and greatest need of this flourishing young city at the present time is a big hotel of not less than 100 rooms. Such an enterprise would pay a good profit on the money invested. It would pay property owners here to organize a hotel company and put up the cash necessary to buy the ground and put up the building. No trouble to lease it and less to fill it with paying patrons.

THE ENTERPRISE

Published Every Saturday by
E. E. CUNNINGHAM, Editor and Prop.

Entered at the Post Office at South San Francisco, Cal., as second class matter, December 19, 1895.

SUBSCRIPTION RATES:
One Year, in advance, \$1 50
Six Months " " 75
Three Months " " 40

Advertising rates furnished on application.

Office in Post Office Building, Corner Grand and Linden Avenues, South San Francisco, Cal.

SATURDAY, DEC. 8, 1906.

Promotion Committee's Bulletin of Progress.

November has been marked in California by greatly increased investment of outside capital in many commercial and industrial enterprises. This is especially noted by The California Promotion Committee in San Francisco. Careful investigation shows that no capital has been withdrawn and that large amounts have come in for investment.

The adoption of Amendment Thirteen, at the election, has already had good effect on the minds of Eastern capitalists and will have the result of increasing their investments in California on account of the mortgage tax now being made optional.

Reports from the southern part of the State show that the opening of the tourist season presages one of the largest in years.

In manufacturing lines in all interior cities there has been greatly increased production to meet accelerated demand.

In San Francisco continued improvement has been marked. All streets that are important as thoroughfares have been cleared of debris, and sidewalks are being laid.

Retail merchants report constant demand for high-class goods. Cheap goods, especially clothing and similar lines, are in comparative little demand. All classes of merchants report better business than before the fire.

The records show that the only two important failures since the fire occurred prior to April 18 and were not recorded until resumption of business in June.

Banks of all classes report heavy business with greatly increased deposits, showing healthy and prosperous condition of commercial interests. Large loans are being made on real estate for purpose of rebuilding thereon.

Reports of commercial agencies show that business conditions are excellent, with all firms on a substantial footing.

The following summary shows conditions in San Francisco in November:

Building permits issued, 1,090. Value, \$7,228,692.

Permits for permanent buildings, 674.

Permits for permanent buildings since the fire, 2,686.

Building contracts recorded, 348. Value, \$2,452,467.

Real estate transfers recorded, 940. Value, \$4,750,000.

Bank clearings, \$224,939,657.75. Nov., 1905, \$183,764,895.41.

Per cent increase, 22.40.

Los Angeles clearings, \$56,599,391.48.

Oakland clearings, \$13,711,986.66.

Postal receipts, \$136,504.86. In 1905, \$151,307.05.

Customs receipts, \$851,816.77. In 1905, \$580,039.81.

Reliable information given on all parts of California on application.

Civil Service Examination. CLERK-CARRIER.

An examination for the position of Clerk (male and female) and carrier (male) will be held at the post office at Palo Alto, Cal., December 8, 1906.

For application blanks, and full information relative to the examination, qualifications, duties, salaries, vacations, promotions, etc., address: Local Secretary, Board of Civil Service Examiners, Post Office, Palo Alto, Cal.

Estate Sold for Large Sum.

REDWOOD CITY, Nov. 30. — Francis Burton Harrison and Henry T. Scott, executors of the last will and testament of Mary Burton Harrison, have sold the one-third interest in the Crocker estate owned by the Harrison estate to Charles Templeton Crocker and Jennie Adaline Crocker, brother and sister of the deceased, for \$107,000.

The property disposed of consists of the beautiful home of Colonel Fred Crocker near Burlingame that was so much enjoyed by him during his lifetime and was known as the "Uplands." The sale also includes all furniture, bric-a-brac, paintings, automobiles, rigs, cows and horses about the mansion, in fact, it includes all the interests of the Harrison estate in San Mateo county. The transaction awaits the confirmation of the Superior Court, the hearing having been set for Wednesday, December 12.

Mary Burton Harrison was the daughter of the late Colonel Fred Crocker and was killed in an automobile accident in New York. The remains were brought to this county and laid to rest in Cypress Lawn cemetery. The deceased left her entire estate to her husband.

Says the San Mateo Leader: "Now is the time to kick the kicker into the bay; to organize a new regime. When a new idea comes along let us regard it from an enlightened standpoint and determine whether it has its good points; if it has, let us adopt it. Away with the old-fashioned prejudices against anything new. If the majority of the business men decide that an innovation is good don't break your heart and injure a lung putting up a howl because it is going to cost you 15 or 20 cents. You'll get it back. The majority of the business men believe it; therefore, the average is strongly against you. Come through with your 15 or 20 cents; look cheerful and take a chance."

For Sale.

First-class residence property near the business center. Lot 50x140 feet; 3 cottages. Pays 8 per cent on price asked. Inquire at Post Office.

For Sale.

Lot 50x100 feet, with two, modern dwelling houses, one four and one five rooms. On business street near business center. Inquire, J. S. FOURCAUS.

Notice.

All water rent not paid between the 5th and 15th of each month will be declared delinquent and water turned off. Regular charges for reinstating you.

To the Public of South San Francisco

A. E. Graham, optician, wishes to announce that he will be located at the South San Francisco Pharmacy, for the purpose of testing eyes and fitting and repairing of glasses.

A full stock of optical goods, including lenses, mountings, goggles, dust protectors, dark glasses, chains, etc., will be carried. Repair work will receive prompt attention.

Hours — Saturday afternoons and evenings and Sunday mornings. The testing of eyes will be free.

Prepare Yourself for Rainy Season

E. W. Langenbach is selling \$20 and \$17.50 Cravenette Rain Coats for \$17.50 and \$15.

Black Tibit, Vicuna and Mixed Cheviot Overcoats from \$10. up

Lease To Let.

A business room will soon be for rent having frontage on Grand Ave. Parties wishing such will please call at the "Elite Tonsorial Parlor" and inquire. The lease will be for sale.

E. LA ROACH, Prop.

Notice to Creditors.

Estate of Louis Cravere, deceased. Notice is hereby given by the undersigned, Administrator of the estate of Louis Cravere, deceased, to the creditors of and all persons having claims against the said deceased, to exhibit them with the necessary vouchers, within four months after the first publication of this notice, to the said Administrator at the law office of his Attorney, Henry W. Walker, Esq., Wahl Building, Main Street, Redwood City, San Mateo County, California, the same being the place for the transaction of the business of the said estate in said County and State.

Dated November 1, 1906.

JAMES CROWE,

Administrator of the estate of Louis Cravere, deceased.
HENRY W. WALKER, Attorney for said Administrator.

RAILROAD TIME TABLE

NORTH

5:57 a. m.
7:19 a. m.
9:39 a. m.
12:39 p. m.
5:03 p. m.
5:54 p. m.
9:11 p. m.

SOUTH

6:45 a. m.
9:32 a. m.
12:03 p. m.
4:05 p. m.
6:01 p. m.
7:03 p. m.
8:33 p. m.

POST OFFICE

Post office open from 7 a. m. to 7 p. m. Sundays, 8 to 9 a. m. Money order office open from 7 a. m. to 6:00 p. m.

MAILS ARRIVE

From the North, 6:45 a. m.
" " " " 12:03 p. m.
" " " " 12:39 p. m.
" " " " 5:54 p. m.

MAILS CLOSE

For the North, 6:55 a. m., 12:09 p. m.
" " " " 5:24 p. m.
For the South, 6:15 a. m.

E. E. CUNNINGHAM, P. M.

Tinting

Signs

M. C. DAVISON

Painter

House Painting - Paper Hanging

Baden Ave., Opposite School House

San Mateo County Building and Loan Association

Assets, \$178,000

Loans made on the Ordinary or Definite Contract plans, paying out in from 5 to 12 years as may be desired, with privilege of partial or total repayment before maturity.

No advance premium or unnecessary expense.

GEO. W. LOVIE, Secretary,
Redwood City, Cal.

IF YOU WANT GOOD MEAT

Ask your butcher for meat from the Great Abattoir at South San Francisco, San Mateo County, California.

E. E. Cunningham & Co.

REAL ESTATE AND FIRE INSURANCE

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AGENTS FOR

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OFFICE AT POST OFFICE

Cor. Grand and Linden Aves. South San Francisco



ATTENTION

We invite the public to investigate our tremendous stock of

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Upon investigation you will find that we are in line to do business with you. Our stock consists of

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OUR PRICES TALK

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South San Francisco's Only General Store

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Stock includes full line of lenses, mounting chains, goggles, dark glasses, dust protectors, etc.

Hours: Saturday afternoons and evenings. Sunday mornings

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For Cheap, Durable and Ornamental Fencing, Wire Work and Lawn Furniture

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Agent for

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SOUTH SAN FRANCISCO

The Bank of South San Francisco

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Foreign Drafts and Letters of Credit issued, available in all parts of the world.

Interest paid on Savings and Time Deposits at highest rate
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I. E. Cameron, Cashier.

DIRECTORS:

P. N. Lillenthal. C. M. Macfarlane. W. J. Martin. E. R. Lillenthal.
Henry J. Crocker. Leroy Hough. Edward Tilden.

S. P. Gets Permit to Bridge Bay. Will Advance Peninsula.

Permission has finally been granted by the war department for the construction of the proposed Dumbarton bridge, according to the statement given out at the Southern Pacific offices in the city yesterday.

The engineers of the company declare that no time will be lost in beginning the construction of the great causeway and that it will be completed within six months or a year.

Another statement made in the Chronicle this morning is of the utmost interest and importance to the people on this side of the bay. It is claimed that the railroad does not secure a monopoly of the bridge under the grant from the government, but the permit requires that the company shall provide ways for the free passage of vehicles and pedestrians over the bridge and shall also permit the use of the bridge to rival companies which wish to cross the bay at this point. If the report is correct and a public thoroughfare is established between Redwood and the Oakland side, the advantages to the people living in this valley would be many.

The following article appeared in this morning's Chronicle:

"The Southern Pacific's transbay cut-off from Newark to Redwood by way of Dumbarton Point will very soon begin growing into an accomplished fact, with a trestle line and a broad swinging drawbridge across the lower arm of San Francisco bay.

"Announcements were made yesterday by officials of the Southern Pacific that the company had just received word from Washington that its formal application for the right of way had been granted by the government. Colonel Hener, the federal engineer stationed here, had first received and then passed upon the request of the railroad and had forwarded the document on to Washington with his recommendations to the department. And it was through the engineer's office that the reply came.

"The construction of the Dumbarton cut-off across the lower end of San Francisco bay will have two results," said a Southern Pacific official. "It will reduce the land route into San Francisco by forty-six miles, avoid the necessity of twice ferrying freight trains, once at Benicia and once at Oakland, and save a lot of time in delivering freight to San Francisco merchants. So much for the cut-off itself. But the creation of this new line will do away with one of the existing parallel steam roads now running between the Oakland side and San Jose.

"The present route by way of Niles will be converted into an electric road, with fine big trolley cars running down through all that fruit section, which is so rapidly thickening in population. The new trolley road will be forty-five miles long. It will be completed and ready for business within a year from now. The old converted narrow gauge line to San Jose will be maintained as a steam road, running by way of West San Leandro.

"The Dumbarton cut-off will be completed in six months, or, at the outside, a year from now."

"The actual distance across the bay at Dumbarton Point is only a mile and an eighth at high tide," said Chief Engineer Hood. "On the Newark approach to the bay there is a stretch of nearly two miles of marsh land to be traversed, but on the west side of the bay there is a very narrow width of marsh."

"We shall put in a great drawbridge at midchannel. There the water is about 45 feet deep. On each side of the large central column supporting the bridge there will be a clear space 125 feet wide, allowing ample room for the passage of all manner of craft that may in the future navigate that end of the bay."

"Anticipating a favorable response from its application to the government for permission to build the line, the engineering department of the big railroad company has been busy with maps and surveyors' details dealing with the district immediately affected by the contemplated short cut.

"But it is claimed, the Southern Pacific is to have no monopoly in the use of such a shortcut bridge. The government plays no favorites. Such a concession from Uncle Sam, it is said, invariably implies that nothing but a union bridge can be built. That is, it must be free for the transit of all transportation companies, vehicles and pedestrians. This would also mean that any competing railroad could use the cutoff. And the Western Pacific, it is understood, has been quietly awaiting the outcome, eager to avail itself of that chance to get a more direct land route right into its future freight yards out beyond Batcher town.

"The Dumbarton Point cutoff would permit all eastern freight coming by way of Ogden and all northern freight coming by way of Portland to be diverted at Sacramento straight on south through Stockton to Lathrop, and there turned westward through Livermore, Pleasanton and Niles to Newark, and thence across to Redwood and up the rest of the peninsula into San Francisco over the Southern Pacific bay shore cutoff that is to come in the vicinity of the Union Iron Works, instead of making the roundabout sweep through Baden and the Valencia street station.

"All railroad freight destined for San Francisco, except that coming up by way of Santa Barbara, Salinas and San Jose, will, with the completion of the transbay cutoff, be routed by way of Stockton, Lathrop, Newark and Redwood. At present practically all this Southern Pacific freight comes by way of the Benicia ferry and the Oakland creek ferry to San Francisco. As the boats are necessarily slow and able to transport only a part of a train at a time, considerable delay and congestion is caused in getting freight into this city. With a land route and no ferrying, whole freight trains can come directly into San Francisco.

"The bridge completed, Newark will immediately become a junction railway station, and it may grow to be what Senator Fair thirty years ago predicted it would become, an important manufacturing town.

"The cutoff will reduce the rail route from Newark to Redwood City to only four miles across the proposed trestle. Now it is fifty miles around by way of San Jose.

"It is said that actual work on the long bridge through shallow water will begin within thirty days, and that the Southern Pacific has derricks and other implements near the crossing ready to rush the work just as soon as formal permission is obtained."



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Weak men or unfortunate sufferers from
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Consult privately, free advice daily, 9 to
4; Saturday evenings, 6 to 8; Sundays,
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No branch offices, except Seattle.
Treatment in office or by mail. Many
cases cured for \$10; some for \$5 when 6
Pay 60 days after cure. Call or write.

WANTED, WANTED—Laborers and carpenters at San Bruno smelter.

FOR SALE OR TO RENT.—A first-class blacksmith shop on San Bruno Road at Seven Mile House. Inquire Wm. Hoppe.

Bald heads shampooed for less than cost at the Elite.

E. LAROCHE, Prop.

For Lease.

A hotel building of 21 rooms with bath. Centrally located. Rent \$50. Inquire at Post Office.

For Sale.

Grand Avenue residence. Property near schoolhouse. Price reasonable. Inquire at Post Office.

THE PLYMIRE HOSPITAL

Open to all Reputable Physicians

DRS. PLYMIRE & PLYMIRE

SURGEONS
PROPRIETORS

SOUTH SAN FRANCISCO,

San Mateo County, Cal.

Residence, corner Grand and Spruce Ave.

The Well Known Meehan House

Opposite the Cemeteries

Has been purchased by

JOHN CLIFFORD

and the past reputation of this well known house will be maintained.

The Finest Liquors and Cigars and a First Class Table will be made a specialty

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McMahon House

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"City Grocery" The People's Store

Dealers in

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Tobacco and Cigars

Candies and Notions. Extra fine Teas and Coffees. Fresh Creamery Butter direct from creamery. Give us a trial.

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French and German Bakery

New and Latest Improved Oven

New Bakery Store. New Barns and Wagons.

Everything Clean and Up-to-Date.

Bread, Pies and Cakes Sold at the Store or Delivered at Your Door.

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Most Central Location

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Repairs promptly attended to. Stoves and ranges connected and disconnected. Water backs made and repaired. Phone, Main 44. P. O. Box 56.

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Subscribe for the ENTERPRISE

\$1.50 a Year.

BEER AND ICE

WHOLESALE

M. W. SILK

Agent for the Celebrated Beers of the

Wieland, Fredericksburg, United States, Chicago, Willows, and South San Francisco Breweries

And the

UNION ICE CO.

Grand Avenue South San Francisco

Men's and Boy's CLOTHING

Overcoats and Cravenettes

Hats, Caps, Boots and Shoes

Trunks, Suit Cases and Telescopes

SUITS MADE TO ORDER FOR

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E. W. LANGENBACH

The Only Complete Men's
Furnishing Goods Store in

South San Francisco, San Mateo Co., Cal.



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FRANK KNOWLES, Manager

Pine and Redwood Lumber, Shingles, Lath, Lime and Cement always on hand.

Yard on Linden Avenue South San Francisco

South San Francisco Laundry

C. GRAF, Prop.

Washing called for and delivered to any part of South San Francisco.

Special Attention paid to the
washing of Flannels and Silks.
All Repairing Attended to.

Your patronage respectfully Solicited. Leave orders at the Baden Cash Store
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Rock Island Lines

When asked what is the best route east—the answer is easy—Rock Island Lines.

The advantages of two routes, elegant equipment and our own tracks into Chicago, Kansas City, Omaha, St. Paul, Minneapolis, St. Louis and Memphis puts the Rock Island at the head of the list.

Superior dining car service, and a greater number and variety of through car lines from California to the East than is operated by any other railway.

I will help you prove it if it is disputed. Let me send you additional information about the Rock Island.



F. W. THOMPSON,
General Western Agent.

C. A. RUTHERFORD, District Pass. Agent,
Ferry Building, SAN FRANCISCO.

I expect to leave California

for _____ (destination)

about _____ (approximate date)

Please quote rates and send information to

Name _____

Address _____

TO MANUFACTURERS

The earthquake did but little damage to South San Francisco. The industries located here, the Western Meat Company, the Wool Pullery, the Butler Brick Company, the Pacific Jupiter Steel Company, the Steiger Pottery Works, the W. P. Fuller White Lead Works, and other enterprises, are all in full operation today. Not one of them having suffered any serious impairment by reason of the earthquake.

The South San Francisco Land and Improvement Company planned South San Francisco as a manufacturing suburb to San Francisco. With that object in view they originally purchased 3,500 acres of land in San Mateo County on the bay front five miles south of the City of San Francisco, and have developed their property so that today they possess perfected nearly every feature desired by manufacturers.

SOUTH SAN FRANCISCO

Is a railroad terminal; is on the main line of the Southern Pacific Railroad and accessible to all railroads; has deep water communication; owns and operates for its industries, a railroad connecting with the Southern Pacific and the water front; has electric street car service from factory to town and direct to San Francisco; has an Electric Light and Power Company; owns an independent water works, and has an abundance of fresh water for factory and house; has wharves and docks; a perfect sewerage system; a bank; a town hall; and a population of 3,000 people; an extensive and fine residence district, where workingmen may secure land at reasonable prices, and on favorable terms, as homes for themselves and their families.

✧ FACTORY SITES ✧

Can be obtained from the South San Francisco Land and Improvement Company on most reasonable terms.

The American Smelting and Refining Company recently purchased from this Company 200 acres of land and are on the ground today arranging for the immediate construction of a plant costing upwards of \$5,000,000. This means a vast increase in population, and a great augmentation for the benefit of all industries of every detail pertaining to rail and water communication.

*For Manufacturing Purposes South San Francisco Has No Equal
On San Francisco Bay.*

Parties desiring locations should apply at once to

W. J. Martin, Land Agent, South San Francisco Land and Improvement Co.

SOUTH SAN FRANCISCO, SAN MATEO COUNTY, CALIFORNIA

Western Meat Company

Beef and Pork Packers

AND SLAUGHTERERS OF

CATTLE, SHEEP, HOGS AND CALVES

PACKERS OF THE

Monarch and Golden Gate Brands Hams, Bacon,
Lard and Canned Meats

PACKING HOUSE AND STOCK YARDS LOCATED AT

SOUTH SAN FRANCISCO

San Mateo County

California